

THE GREEN LINE



- Stations at which “hide-and-ride” will be studied.

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Strategy to Address “Hide-and-Ride” In Monorail Station Neighborhoods

The Green Line is an urban transit system. It is designed to serve the citizens of Seattle by creating an alternative to automobile transportation. Riders will access the monorail by bus, on foot or bicycle, or they may be dropped off by auto or shuttle service.

Park-and-ride facilities are not planned for the station areas. Such facilities are not in keeping with the City's Comprehensive Plan or any of the neighborhood plans for the urban villages that will be served by the monorail. Some riders may wish to drive to the station and park their cars nearby – those riders will need to make their own accommodations for long-term parking near their station destination.

The City and the Seattle Monorail Project (SMP) are committed to addressing “hide-and-ride” parking problems. “Hide-and-ride” parking occurs when transit riders drive to the station and park in surrounding neighborhoods for long periods of time.

The City, in conjunction with SMP, has developed a strategy for neighborhoods that are the most likely to be subject to “hide-and-ride” impacts. The strategy was adopted by City Council and the SMP Board of Directors as part of the Monorail Transit Way Agreement in July 2004 and is detailed on back of this flyer.

Some people have requested that the on-street parking inventory studies promised in the Transit Way Agreement be done now, in 2004. The reason the City and SMP have decided to conduct the studies a year before each station opens, is to ensure an accurate count of the available parking supply since parking conditions in each neighborhood could change significantly between now and 2008 (the year prior to scheduled opening of the monorail system).

The City recognizes that some of the parking in the neighborhoods is used by employees of nearby businesses. The City intends to work with each neighborhood to ensure that the parking needs of residents, businesses and employees of local businesses can be accommodated.



Exhibit C, Ordinance Number 121517

The Green Line Transit Way Agreement

- SMP will conduct an on-street parking inventory in the area around the stations at Crown Hill, NW 65th, NW Market, Dravus, Delridge, Avalon, Alaska Junction, and Morgan Junction within the year preceding each station opening. SMP and the City will agree on a study methodology.
- Based on the study results, SMP and City staff will work with affected neighborhoods in the station study areas to identify and implement appropriate mitigation elements prior to the station openings. These controls may include parking meters; time-limit signs; passenger, truck, and load/unload zones; and Residential Parking Zones (RPZs) up to 1/4 miles around each identified station. City and SMP staff will attend community meetings to present proposals and document support for various parking controls. Support for RPZs may be documented by surveys or other appropriate community outreach efforts to adjacent tenants/residents and property owners conducted by SMP, with City assistance.
- The City will monitor all parking controls, including any RPZs, during the first two years after the entire Green Line opens. If RPZ boundaries or other on-street controls adjacent to stations are insufficient, City staff will work with the affected neighborhoods to adjust as necessary. SMP will participate with the City in these discussions with neighborhoods. SMP will be responsible for funding any expansions of parking controls as described below.
- SMP will fund the following mitigation elements:
 - Parking inventory studies around each identified station;
 - Appropriate parking controls as determined by the City, SMP, and neighborhoods, including permit costs, labor, and all other related installation costs;
 - Any newly-created RPZs, expansions of existing RPZs where the need for the expansion is due to the monorail, or other parking controls during the first two years of Green Line operations, including all costs for signs, labor and other related installation items; and
 - Public education and marketing campaigns related to hide-and-ride parking and access to the monorail stations to be incorporated into SMP's community relations program.

